

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. IX.

RIO DE JANEIRO, NOVEMBER 24TH, 1882

NUMBER 33

OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Lameiras.
THOMAS A. OSBORN, Minister.
BRITISH LEGATION.—No. 8, Travessa de D. Manoel.
EDWIN CORBETT, Minister.
AMERICAN CONSULATE GENERAL.—No. 30, Rua do Visconde de Inhamã.
C. C. ANDREWS, Consul General.
BRITISH CONSULATE GENERAL.—No. 8, Travessa de D. Manoel.
GEORGE THORNE RICKETTS, Consul General.
AMERICAN NAVAL OFFICE.—No. 5, Rua Fresco.
D. F. WIGHT, U. S. N. Paymaster.

CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Eramista da Velha. Services at 11 o'clock, a. m., every Sunday.
H. L. BEARDMORE, R. A. Acting Chaplain.
Residence: No. 35A, Rua das Lameiras.
PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Thursday.
METHUEN EPISCOPAL CHURCH.—Services in the Sunday-school chapel at Largo do Catete on each Sunday, as follows: Preaching in English at 10:30 a. m., and in Portuguese at 7 p. m. Sunday-school in English and Portuguese at 10 a. m. J. J. RANSOM, Pastor.
Residence: No. 41, Rua Santa Christina.
City Rooms: No. 48, Rua do Ouvidor, and floor.
SAILORS MISSION.—163, Rua da Saúde: 3rd floor. Services at 11 a. m. every Sunday.
FRANCIS CURRAN, Missionary.
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at No. 71, Rua Sete de Setembro, Rio de Janeiro.
JOÃO M. G. DOS SANTOS, Agent.
IGREJA EVANGELICA FLUMINENSE.—No. 44, Travessa das Fontes. Services in Portuguese at 10:30 a. m., and 6 o'clock, p. m., every Sunday; and at 7 o'clock, p. m., every Wednesday. Sunday school at 4:30 p. m.

TRAVELLERS' DIRECTORY

RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves Rio at 5 a. m. arriving at (Guaia Junction) at 7:45 a. m. Entire Rio (central line) 10:11 a. m. Barbacena 3:45 p. m. Porto Novo (branch from Entre Rios) 12 m. Cachoeira 18. Paulo branch 11:45 a. m. São Paulo (P. R. & R. R.) 6 p. m. Downward: leaves São Paulo 6 a. m. Barbacena 8:30 a. m. Porto Novo 12:15 p. m. arriving at Barra 4:15 and Rio 7:12 p. m. Connects with Valença line at Desengano. Rio das Flores line at Commercio. União Mineira line at Seraria. Oeste de Minas (S. João d'El Rey) line at Sítio Leopoldina line at Porto Novo. Recife e Arara line at Surubá, and S. Paulo and Rio de Janeiro line at Cachoeira.
Lima Express: Upward, leaves Rio 7:15 a. m. arriving at Barra 10:45 a. m. Rio Novo (central line) 7:07. Cachoeira (S. Paulo branch) 5:08 p. m. Downward: leaves Cachoeira 6:45 a. m. Rio Novo 3:30 a. m. arriving at Barra 1:45 and 1:57 p. m. Rio 5:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Suppenha, and Macaço branch at Balém.
Mixed Trains: Leave Rio at 10:10 a. m., 5:12 and 4:10 p. m. arrive from Barra 7:15 a. m. from Barra 8:45 a. m. from Entre Rios leaving 6:07 a. m. at 7:28 p. m.
Suburban Trains: Passenger trains leave at 5:00, 6:30, 7:40, 8:40 and 10:22 a. m., and 10:55, 11:55, 12:30, 5:30, 7:30, 8:30 and 10:00 p. m. all stopping at Cascaida except the 10 p. m. train, which runs to Suppenha. Returning, the trains leave Suppenha at 3:30 and Cascaida at 3:50, 6:10, 7:40, 8:40, 10, and 11:35 a. m., and 10:55, 12:30, 4:30, 5:30, 7, 8:30 and 9:40 p. m.
CANTAGALLO R. R.—Leaves Niterói Santa Anna 7:30 a. m., arriving at Nova Friburgo 10:05. Cadeia 1 hour per trainway from Cantagallo 4:25 and Macaco 5:45 p. m. Return train leaves Macaco 6:30, Cordeiro 7:50 and Nova Friburgo 11:10 a. m., arriving at Niterói 4:35 p. m. A ferry boat runs between Rio and Santa Anna, connecting with trains.
PETROPOLIS STEAMERS AND R. R.—Steamers leave Trache Mand at 1 p. m. week days and 11 a. m. Sundays and holidays, passengers arriving at Petropolis at 3:30 p. m. week days, and 3 p. m. Sundays. Returning, diligence leaves Petropolis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Ouvidor, No. 48, and floor.
GEORGE BUCKERIDGE, Librarian.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BENJAMIN FRANKLIN DE BENJAMIN GALVÃO, Librarian.
BIBLIOTHECA FLUMINENSE.—No. 37, Rua do General Câmara.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.
LADISLAO DE SOUZA NELLO E NETTO, Director.

Business Announcements.

PINHEIRO & TROUT

SHIP-CHANDLERS & GROCERS

107, RUA PRIMEIRO DE MARÇO.

JOHN MILLER & CO.
Importers and Commission Merchants.
SANTOS AND SÃO PAULO.

CARSON'S HOTEL
160 RUA DO CATETE
WM. D. CARSON, Proprietor.

GEORGE BUCKERIDGE,
LIBRARIAN,
No. 48, Rua do Ouvidor, 2nd Floor.
Agent for
English Books, Periodicals and Newspapers.

C. T. DWINAL,
34 RUA DA QUITANDA
Dealer in
Sewing Machines,
and all articles pertaining to their use.
Also materials for lightning conductors.

LIDGERWOOD MFG. CO.,
(LIMITED).
Rua do Ouvidor, No. 95.
Importers of Agricultural, Cotton and Woollen Mill Machinery.
Steam Engines, Hoisting Engines
and Coffee-Churning Machines a specialty.
Agents in Brazil for the
SINGER MANUFACTURING CO.

JOHN McCALL & CO'S
Prepared Meats.
Paysandú Ox Tongues, Fresh and Smoked,
Ox Tails, Stewed Kidneys,
Potted Tongue, Spiced Beef,
Fresh Beef, etc.
Put up in small tins convenient for family use, and at very reasonable prices. These well known preparations have never failed to give the best satisfaction to wherever small.
Manufactory: Pelotas, Rio Grande do Sul.
Sole Agency in Rio de Janeiro:
No. 35, Rua General Câmara.

Crashley & Co.,
Newsdealers and Bookellers.
Subscriptions received for all the leading English and American newspapers and periodicals. Agents for
The European Mail.
A large assortment of English novels, of the Tauchnitz Edition, and of the Franklin Square Library constantly on hand.
Orders received for Scientific and other books.
Dealers in Athol's Perfumery and Pear's Soap.
No. 67, Rua do Ouvidor.

GUARDIAN FIRE AND LIFE
INSURANCE CO.
Agents in Rio de Janeiro
Smith & Youle.
No. 62, Rua 17 de Março.

THE TELEPHONE CO. OF BRAZIL

No. 89, Rua da Quitanda.

THE COMPANY
takes pleasure in notifying the subscribers to its Central Office system and the public generally that from May 1st its rates for subscriptions will be reduced as follows:
Commercial lines:
Per quarter, from..... \$8000 to \$50000
Residence lines:
Per quarter, from..... \$6000 to \$40000
For lines of greater length than of two kilometers from the Central Offices at 89 Rua da Quitanda, Largo do Machado and Antares, the rates will be 12500 per quarter, in addition to the rates above stated, for each kilometer or fractional part thereof.
Each subscriber receives gratis books of conditions which entitle him to free use of the public stations of the Company.
N. B.—Special attention is called to the exceedingly low rates at which these most valuable and convenient telephonic facilities are now offered.
May 1st, 1882.
W. Hensley,
Manager.

BALDWIN LOCOMOTIVE
WORKS,
PHILADELPHIA, PENN.
(Established, 1830)
BURNHAM, PARRY, WILLIAMS & CO.,
Proprietors.

These locomotives are adapted to every variety of service, and are built accurately to standard gauges and templates. Like pairs of different engines of same class perfectly interchangeable.
Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.
All work thoroughly guaranteed.
Illustrated catalogue furnished on application of customers.
Sole Agents in Brazil:
Norton, Megaw & Co.
No. 82, Rua 10 de Março,
Rio de Janeiro.

HARLAN & HOLLINGSWORTH
COMPANY,
Wilmington, Delaware.
PASSENGER CARS
Of the finest finish, as well as every description of Car Work, furnished at short notice and at reasonable prices.

APARTMENTS TO LET
Furnished or Unfurnished.
Good, dry, roomy, a fine shower bath; a healthy location; and an unexceptionable neighborhood.
No. 34, Travessa Alice, Rua D. Luiza.

W. R. CASSELS & Co.
RIO DE JANEIRO
Agencies in the principal towns of the surrounding provinces.

The introduction of goods of American manufacture into this market for competition with those of European origin, has been for many years a specialty of their business, and references to the various manufacturers they represent—which are kindly permitted—will demonstrate the unequalled facilities they possess, and have successfully employed for this purpose. Further agencies, suitable to their lines of business—hardware, machinery, domestic goods, specialties, etc., etc.—are respectfully solicited.

A AMERICAN BANK NOTE CO.

OFFICE: 149, BROADWAY, NEW YORK.
ENGRAVES AND PRINTS
BANK NOTES, BONDS FOR GOVERNMENTS AND CORPORATIONS, BILLS OF EXCHANGE, CERTIFICATES OF STOCK, POSTAGE AND REVENUE STAMPS, POLICIES OF INSURANCE, AND ALL KINDS OF SECURITIES
In the most artistic style, and in a building proof against fire
A. G. GOODALL,
President
JAS. MACDONOUGH,
Vice-President
THEO. H. FREELAND,
Secretary and Manager
GEO. H. STAYNER,
Treasurer.

JACKSON & SHARP COMPANY
WILMINGTON, DEL.
Manufacturers of all styles and qualities of
Passenger, Mail and Freight Cars.

This establishment is one of the largest in the United States, and has furnished the cars for nearly all the narrow gauge railroads in the United States and Cuba. The cars of the São Paulo and Rio de Janeiro railway, the Itaboraite, the Mogiana, the Nicholson, and other narrow gauge railways in Brazil are from these well-known works.
CHAS. S. HOWLAND, JOB H. JACKSON,
Treasurer, President

WILLIAM B. DENING,
135 Rua da Quitanda,
Rio de Janeiro Office of the
Silver & Dening Mfg. Co.
Manufacturers of Steam Force and Cistern Pumps, and all varieties of Hydraulic machinery.
Also Mangle Presses and other machines for agricultural purposes.

A. WHITNEY & SONS,
CAR WHEEL WORKS.
(Established 1847)
Caledon Hill street, sixteenth to seventeenth streets, Philadelphia, Penn.
Chilled cast iron wheels (steels) by the Hamilton process for railways, street cars, and omnibuses. Axes of iron or steel.
Illustrated catalogue furnished on application of customers

RUBBER HAND AND
DATING STAMPS.
The Consecutive Rubber Dating Stamp
Self-Inking Hand Stamp,
The Pocket Pencil Stamp,
The Compass Stamp,
Fac-simile Autographs,
Monograms.

For Merchants, Bankers and Professionals Men and for all business purposes, these stamps are superior to any kind of hand stamp in use. They are simple, durable, elastic, and they print easily and perfectly. They are absolutely noiseless. For Family Use, in marking clothing, house and table linen etc., with indelible ink, they are invaluable.
Monograms, autographs, etc., made to order.
Metal-Bodied Rubber Type.
An elastic, changeable type that can be set up and used with out delay and as often as occasion requires.
These type have accurate metal bodys upon which rubber faces are mounted and vulcanized by a patented process. They combine the accuracy of metal type with the elastic printing qualities of rubber. In use they are
Noiseless, and Print Perfectly.

For business purposes they are invaluable. They can be used in any manner in which the ordinary Rubber Stamps are now used, except in the very large sizes.
This new type is put up in a variety of styles and sizes to suit purchasers.
S. T. LONGSTRETH, Manufacturer of
RUBBER PRINTING AND DATING STAMPS
No. 79, Rua Sete de Setembro,
Rio de Janeiro.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet
the French packet of the 15th, and Royal
Mail packet of the 24th, of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs,
a list of the arrivals and departures of foreign vessels, the com-
mercial report and price current of the market, tables of stock
quotations and sales, a table of freights and charters, and a
other information necessary to a correct judgment on Brazilian
trade.

(Cash invariably in advance)

Subscription for one year in Brazil	20\$000
do for six months do	10 000
do for one year in the United States	20 000
do for six months do	10 000
do for one year in Great Britain	25 000
do for six months do	12 500

SINGLE COPIES: 600 reis; for sale at the office of
publication, or at the English Book Store, No. 67 Rua do
Ouvidor.

All subscriptions should run with the calendar year.
Back numbers supplied at this office from April 1st, 1879.
Subscriptions and advertisements received at the

EDITORIAL ROOMS:—79, Rua Sete de Setembro.

CITY TELEPHONE ADDRESS:—No. 112.

Agent for the United States and Canada:

THE INTERNATIONAL NEWSPAPER AGENCY,
New Haven, Conn.

SPECIAL NOTICE.—The remaining numbers for the
present year will be sent gratis to all new subscribers for
1883.

RIO DE JANEIRO, NOVEMBER 24TH, 1882.

We are glad to note that a movement has been initiated among some classes of retailers in this city in favor of the early closing of their places of business. The movement is one which merits thoughtful consideration. It is true that there will be occasional disadvantages growing out of such a step, but at the same time it is doubtful whether all such disadvantages can not easily be met on the part of the public, in view of the advantages which must certainly follow early closing. In the great majority of cases, excepting those lines of business which are compelled to keep open for the convenience of the public, it is clear that little or no loss will follow the closing of their doors at an early hour. The business day now in vogue is insufferably long, and to the employees who are compelled to remain in attendance from early morning to a late hour at night they involve an amount of hardship and privation of which the general public can have but little conception. In some branches of trade the present custom actually requires from twelve to sixteen hours of service from the employees. If it is possible to cut down these long days simply in the interest of employees, it will be an act worthy of general commendation. As far as practicable it is always highly advantageous to give employees their own time during the evenings. Many of them will certainly abuse the privilege, but that is no concern of the employer. The simple fact remains that the majority of them will make good use of their time, and will become better men for the opportunity. With the opening of evening schools—one of which has already achieved a most flattering success in this city—and with the creation of apprentices' libraries and reading-rooms, all of which should be open in the evening, there will be opportunities for self-improvement which hundreds of boys and young men will be only too glad to improve. If it can be done, even gradually—and we see no sufficient reason against it—the practice of closing at an earlier hour should be generally adopted.

The gas controversy has been at last settled by a compromise between the government and the company. Whether the minister succeeded in establishing his basis for an arrangement—that of the non-existence of a right to alter the prices fixed by the rejected contract of 1879 without official consent—does not appear, but we

are glad to state that an accord has been arrived at, either with or without it, which is far better for both parties than even that of 1879. According to the new arrangement, which is a provisional one for the time to elapse during the negotiations for new proposals and contract, the company re-establishes the prices fixed in the contract of 1879, and the government agrees to revise the property valuation of that year so as to include all the new work and material acquired since that time, to indemnify the company for the damages sustained in the riots of the 9th, 10th and 11th inst., and to admit all the material employed by the company free of duty, as under the contract of 1851. The *Globo*, in common with nearly all the other local journals, admits the justice of the first two of these concessions, but denies the right of the government to grant an exemption from import duties. To guard against this hypothetical infraction of the constitution, our colleague suggests that this concession be made conditional upon the consent of the legislature, which of course means an eventual imposition of the tax. In this, as in all the discussions of this question by the Brazilian press, one very important consideration seems to be entirely overlooked. Were these negotiations based upon a definite contract for a term of years, the objection to such conditions as this would be perfectly in order, and in our opinion would be well taken. Every company or corporation, and especially those enjoying exclusive monopolies, should be required to pay taxes just the same as private individuals. Exemptions on the score of public service are often highly misleading, and redound more to the enhanced gains of the monopolists, than to the public good. In this case, however, it must be remembered that the company is required to carry on a provisional service, for a limited, unspecified period, and with a strong probability of losing the contract. More than that, it is operating in face of much opposition and hostility, and under criticisms which promise very little leniency in any future complication. Under such conditions it is both natural and defensible that the company should expect better prices than would be asked in a definite contract. If there be any blame attached to this, it belongs rather to the government through whose dilatoriness and bad faith these complications have arisen, than to the company itself. It is perfectly self-evident that there are very powerful influences at work for the expulsion and plucking of the foreign company, just as has been exhibited in two or three other cases in late years. Were this purpose restricted to the substitution of the English by a Brazilian company, and the realization of lower and more liberal terms, no one could offer one single objection as long as the efforts were open and fair. The history of the case thus far, unfortunately, does not warrant that conclusion, and until a more liberal policy is adopted by the government and the municipality, the company can not reasonably be expected to accept minimum rates.

In common with many other instances of the kind, the recent occurrences connected with the illumination service of this city shows how erroneous and dangerous is the general policy pursued by the government in matters of this kind. It is true that there should be certain restrictions and safeguards thrown around enterprises of a public character, such as railways, gas companies, and water works, in order to protect the public against extortion and injury, but this can easily and best be done through the operation of general laws and the action of courts of justice. If left to special and arbitrary agreements between the government of the

day and the interested corporations, there will always be more or less of jobbery on both sides, and a corresponding loss to the public at large. The history of these enterprises in Brazil furnishes ample proof of the correctness of this statement. The system in vogue recognizes nothing but privileged monopolies in all these public services, even to the public markets and the burial of the dead. The aim of the monopolists is very naturally to secure their privileges at any cost, and then to make all they can out of them. If they pay a high price—as is not unusually the case—they increase their extortions in every possible way, and cling to them to the last moment. And what else can the people expect? Were these matters regulated by one general law and were there recourse to the courts for reparation or protection, they might then find some means to protect themselves; but as there is no competition permitted, and as these monopolies are based upon special privileges and contracts, they are practically helpless. And then its influence upon the privileged corporations themselves the system is both injurious and demoralizing to the last degree. The enterprise is limited to a certain term of years, and is then made subject to official inspection and supervision. It is obliged to secure its privilege through restricted competition and favors, and not unfrequently it is compelled to pay well for all it gets. And then comes that unending plague of official inspection and regulation, the clashing views of changing administrations, the distorted interpretations of the contract by hostile officials, the intrigues of enemies and rivals, and not unfrequently the arbitrary imposition of new regulations and requirements by the government. A matter which should be nothing more than a straightforward business enterprise becomes nothing less than a huge intrigue, demoralizing alike to the government and the contractors, and highly detrimental to public interest. With but very few exceptions there has been no such thing as an honest, open, business-like execution of a contract under this system, and from the influences now at work the time is fast approaching when such an execution will be utterly impossible. Let the contractor be ever so honest and the government ever so just and well intentioned, the tricks of the system will defeat them all.

We regret to note that a merciless fate has been interfering with the sale of that choice lot of slaves in Niterohy, which we noticed in a previous issue. Owing to the unanimous absence of proposals, which was probably due to the insufficiency of time allowed for a proper examination of this desirable lot, the sale has been postponed to the 16th of December, on which day the proposals—if there be any—will be duly opened, and the slaves awarded to the highest bidder. The delays thus far experienced have resulted in an irreparable loss to the sale through the withdrawal—probably through death—of one of the "hospital lot" who was "to be taken as found." This condition has now lost all its attraction. It is worthy of note, however, that the other one of this lot is still in the hospital, and is still described as "ruptured." Should the sale take place without further postponement, and should the weather continue cool, it is believed that this choice lot will be struck off as advertised. Should another postponement occur it is probable that this slave, together with a few of the septuagenarians and octogenarians of the inventory, will hand in their final resignations and withdraw their names from the list. Were these slaves all young and healthy a delay of this character would make very little difference, as they would have plenty of time ahead of them, and plenty of patience

to await the coming of a new master. When, however, a slave is standing at death's door, either through illness or old age, both of these conditions are lacking. A ruptured slave in a hospital, or a feeble old slave in jail, are not in a suitable position for standing on ceremony, and are therefore little likely to wait for the new inscription which a paternal government is seeking to put upon their chains. If some benevolent physician would only take the whole lot at the very moderate official valuation put upon them, and then cure them of their numerous ills and accidents—always excepting that of old age—it is altogether possible that the investment would result most advantageously. Such things, we are informed, have been done heretofore, and the law generously leaves the way open for their occurrence again. It is certainly little consistent with the "domestic" character of the institution to let these unhappy creatures go so long without a "protecting hand." The octogenarian Luiz needs some tender ministrations in these his declining years, the ailing Maria is looking forward to that rest from exacting service and the support of self and two children which her health so sorely needs, and the ruptured Antonio is hungering for that change of scene and treatment which only the attentive master can give. It is idle to talk of "turning these poor creatures adrift upon the world," for they are "incapable of self support." Nothing but the "protecting hand of slavery" will suffice to make life endurable to them. We trust, therefore, that there will be no further delays in responding to the repeated calls of the judicial authorities of Niterohy, and that all due steps will at once be taken to remove this inventory with its conditions of sale from the advertising columns of the local press.

A COMMERCIAL house of this city, Messrs. Lishoa & Co., received a telegram from Curitiba, province of Paraná, on the 22nd instant, stating that the president of that province had imposed a tax of *two per cent.* on the sales effected by merchants, the valuation to be determined by the sales of the last two years. To determine this valuation a commission had been appointed to whom the merchants are required to exhibit their books. The telegram asks for relief. This telegram was given in yesterday's issue of the *Jornal do Commercio* without comment. Of course these matters are of no concern to ourselves except so far as they affect the business interests of foreign merchants, and so far as they affect the good standing and credit of the country in which so many foreigners are deeply interested. It will not therefore be considered as unwarranted meddling in a purely domestic affair when we express our opinion that a tax of this character is an outrage for which there can be no possible excuse. The mercantile classes of this country are compelled to pay tribute at every turn, and then to squeeze it out of their customers as best they can. Merchants are not tax-farmers, nor are they the only ones who are interested in the support of government. If the general and provincial governments will begin to impose their burdens directly upon the planters themselves, whose land still goes untaxed, we shall have pleasure in commending the step, but as to any further tax upon merchants it is full time to stop. *Two per cent.* upon the sales of a merchant, added to all the other taxes, licenses and fees that he is already compelled to pay, is nothing less than robbery.

THE outstanding paper currency of the United States on the 1st of September last was \$359,671,573 in national bank notes, and \$346,681,016 in legal-tender treasury notes, making a total of \$706,352,589. This gives an average of about \$14 to every man woman and child in the country.

CAPITAL OF GUARANTEED RAILWAYS.

At the end of September last the total amounts of capital deposited by foreign companies in the banking establishments of London on account of Brazilian railways on which this government has conceded guarantees of interest, were as follows:

Company	Amount deposited
<i>The Imperial Brazilian Natal and Niterói Railway Co.</i> —of the "Natal e Niterói" railway, Rio Grande do Norte; extension 120 kilometers, under traffic 40 kilometers; guaranteed capital, 5,496,052\$544. Amount deposited.....	618,300 0 0
<i>The Compañía del Rio Railway Co.</i> —of the Compañía del Rio railway, Parahyba; extension 121 kilometers; guaranteed capital, 6,000,000\$.....	419,505 0 0
<i>The Great Western of Brazil Railway Co.</i> —of the "Recife ao Limoeiro" railway, Pernambuco; extension under traffic, 100 kilometers 176 meters; guaranteed capital, 5,000,000\$.....	562,500 0 0
<i>The Alagoas Railway Co.</i> —of the "Marechal Imperatriz" railway, Alagoas; extension 88 kilometers, under construction; guaranteed capital, 4,533,000\$.....	300,000 0 0
<i>The Brazilian Imperial Central Railway Co.</i> —of the Central railway, Bahia; total extension 302 kilometers, under traffic 129 kilometers; guaranteed capital 13,000,000\$.....	1,303,620 0 0
<i>Compagnie Générale de Chemins de Fer Brésiliens</i> ,—of the "Paranáguá a Curitiba" railway, Paraná; extension 109 kilometers, under construction; guaranteed capital 32,500,000 francs, or 11,492,042\$707; amount deposited 27,500,000 francs or.....	1,087,936 19 1
<i>The Duque de Caxias Railway Co.</i> —of the "Duque de Caxias" railway, Santa Catharina; extension 112 kilometers, under construction; guaranteed capital 5,451,000\$.....	500,000 0 0
<i>Compagnie Impériale du Chemin de Fer de Rio Grande do Sul</i> ,—of the "Rio Grande do Sul" railway, Rio Grande do Sul; extension 286 kilometers 230 meters, under construction; guaranteed capital, 13,521,453\$222; amount deposited 19,822,480 francs, or 16,463,681\$71, or 5,844,224\$928, belongs to the interest account.....	654,100 6 1
<i>The Minas and Rio Railway Co.</i> —of the Minas and Rio railway, Minas Geraes; extension 163 kilometers 400 meters, under construction; guaranteed capital 16,130,000\$.....	1,255,026 0 0
Total of amounts deposited.....	6,701,888 5 2
Total capital guaranteed.....	80,663,357\$373
Total extension.....	1,393,000 kilometers.
Under traffic.....	263,179 kilometers.

All of the above concessions are granted under the law of September 24, 1873, with the single exception of the "Rio Grande do Sul" line, and are guaranteed at 7 per cent. per annum. Two later concessions also belong to this general grant—that of the "Quararaim a Itapira" line of Rio Grande do Sul with a capital of 6,000,000\$, and the "Victoria a Natividade" line of Espírito Santo, with a capital of —, both being guaranteed at 6 per cent. The same general grant also includes the 10,650,000\$ of guaranteed capital of the São Paulo and Rio de Janeiro line, and the 6,000,000\$ of the "Campos a Carangola" line of Rio de Janeiro.

With some few allowances for the indefinite amounts of capital required by some of the companies, the following may be considered as the final results of the law of September 24, 1873, authorizing guarantees on an aggregate of 100,000,000\$ invested in railways:

Capital with 7% guarantee.....	83,792,104\$151
Capital with 6% guarantee.....	19,000,000 0 0
Total.....	102,792,104 151
Maximum interest charge at 7%.....	5,805,447 200
Maximum interest charge at 6%.....	1,140,000 0 0
Total.....	7,005,447 200

Total extension under this law.....	1,804 kilom.
Average cost per kilometer.....	54,600\$000
Legislative appropriations for the service of railway interest guaranties for each of the fiscal years 1882-83 and 1883-84.....	3,168,993\$890
New concessions of last legislature at 6 per cent:	
D. Pôrto 1 R. R. Co. Ltd., Rio Grande do Sul.....	2,400,000\$000
Natal and Niterói R. R. Co., Rio Grande do Norte.....	2,000,000\$000
Compañía del Rio R. Co., Parahyba.....	800,000\$000

THE COFFEE POSITION.

Business in Brazil coffee has for a period of several months been dragging along in a listless manner, at times threatening even to run into demoralization. Every legitimate means was used to secure a more satisfactory demand, even to a steady reduction on the line of valuation, in the face of no inconsiderable loss to the importer; but the failure of every effort thus far serves to intensify rather than diminish the unpleasant features of the situation. A prime factor leading to the above result may unquestionably be found in the careful, hand-to-mouth policy of operations so conspicuous this year, commencing with the actual consumer and permeating the multimillion system of traders up to those offering goods from first hands. Other potent elements exist, however, tending to add weight to depression and increase the perplexities of the market. Prominent among these may be found the effect of an over-production, past, present and prospective, with a heavy accumulation of the world's supply. Hence in particular receiving credit as a very liberal carrier of coffee. It is not our intention at this time to discuss the merits of the statements upon the statistical position, as it is sufficiently to the purpose to know that the theory of "too much coffee" daily finds new advocates, and right or wrong, the adoption of the idea carries a certain amount of force which must be expended before reaction can be hoped for. The claims of a portion of the trade, however, extend still further, and assign the present system of handling the supplies under importation. The almost entire displacement of sail transportation by an ample fleet of steamers, regular and irregular, leads to greater uniformity and certainty in the arrivals at dates previously suggested by cable, brings to land larger cargoes, and has opened the door for a pernicious importation, the latter particularly objectionable feature in the dissatisfied portion of the trade. Not only all the principal jobbers on the seaboard, but the majority of those in the interior, now receive direct from primary sources, and instead of standing as buyers awaiting the distribution of carefully concentrated and well controlled blocks of stock, they meet their wants from personal importations, and frequently have enough to spare to become sellers in competition with operators upon whom, under the old form of business, they would be in a measure dependent. Briefly, the contest to secure an outlet for the offering is by no means lessened through the wide distribution of samples, and it is possible that the coffee trade may be slightly overdone, the shadow of the market for Brazil falling upon the mild grades to a very considerable extent. Meanwhile, the consumer philosophically contemplates a position of affairs which tends to cheapen the cost of an almost indispensable component in his dietetical calculations.—New York Commercial Bulletin, October 2.

MEXICAN CUSTOMS DUTIES.

In discussing the projected new commercial treaty between the United States and Mexico, for which purpose General Grant and Minister Trevelock have been appointed as a special commission, the New York Commercial Bulletin of September 30th says:

"As to the project of a reciprocity treaty, we are free to confess that we are not particularly sanguine as to results. The real and most natural process of extending Mexican commerce with the United States would be for her statesmen to liberalize the existing tariff, which seems to have been expressly framed to discriminate against American manufactures and American products. It was framed at a time when the Mexican popular mind naturally suspicious and sensitive was laboring under the hallucination that the United States had further schemes of territorial aggrandizement in view and was acting on the conviction that the political absorption of the country was its ultimate 'manifest destiny.' There is no earthly pretext now for that hallucination, and hence there is no rational pretext for persistence in maintaining a hostile tariff. On our part, all this while our policy, harsh and exclusive as it is in many other respects, has been extremely liberal towards Mexico. We admit free of duty her coffee, hides, skins, medicinal herbs, medicinal, dye-woods, gums, hair, rubber, gutta serena, indigo, chemicals, dyes, unmanufactured woods, and a variety of other commodities. On the other hand, she imposes upon American

cotton goods a duty of \$1 per 100 kilogrammes (220½ pounds) and from 9.30 to 190 per square meter additional; woolen fabrics, 280 to 800 the square yard and 500 per square yard additional; wool, 120 to 180 per kilogramme (2-1.5 pounds); and 300 per 100 kilogrammes additional; canned goods, 720 per kilogramme, and 100 to 150 per cent ad valorem, and so on—to say nothing of excessive luggage duties on American vessels bringing certain descriptions of merchandise. We leave out of the account the innumerable absurd provisions of the tariff law itself, which enables custom house officials to harass merchants with fines and penalties of every sort, unless the merchant 'stands and delivers,' or becomes a professional smuggler through the so-called *Zona Libre*. It is true, that even under so abnormal a system, our trade during the few years past has exhibited a steady and gratifying increase, our exports having risen from \$5,395,795 in 1897 to \$11,171,238 in 1881, while the imports during the same period advanced from \$1,071,936 to \$3,317,802. The principal exports consisted of agricultural implements, iron manufactures, raw cotton, manufactured leather, building timber, cotton manufactures, paper, gunpowder, malt liquors and illuminating oils. Among the principal imports were wool, iron manufactures, brown sugar, raw hemp, fruit, spices, hides, coffee, rubber and unmanufactured woods of various descriptions.

Now, this is a commerce undoubtedly worth cultivating, and if the eminent citizens who are commissioned by our government to negotiate a reciprocity treaty can persuade the Mexicans to reform their vicious revenue system so as to meet us on something like equitable terms, they will accomplish a commendable work. That persuasion implies the giving up of many deep-rooted prejudices of long standing on the part of our next-door neighbors, with such a radical modification of their revenue policy as will be tantamount to almost as thorough a change of mind as that with which the Chinese astonished the "outside barbarians" when, a few years ago, they abandoned their traditional isolation and threw open their principal ports to foreign commerce."

RIVER PLATE ITEMS.

From the Buenos Aires Herald, November 8.

—The export of wheat from Rosario during the month of October amounted to 870,000 kilos; linen—300,000 do., and hay 8400 bales.

—From the Uruguay we hear that the rain has done much good, the animals for the saladeros are fattening, and the fienas in the saladeros are likely to commence soon.

—Business in imports is generally still in all departments, many declaring that it is exceptionally and unusually so. In exports the season is late, and movement is slow.

—On account of the renewal of hay contracts in Brazil, several important charters have been made last month, and the demand for vessels continues. The general movement in port has been considerable, and several arrivals are shortly expected.

—An agent of Mr. Clark, the concessionaire of the Transatlantic line, left yesterday, for Chacabuco. His instructions are to expropriate lands in order to trace out the line to Chile. It is intended to push forward the works with great vigour.

—A telegram from the manager of the Andine railway reports the heavy rain to have destroyed three kilometres of the way between Alto Grande and San Luis. It took five hundred navies four days to re-establish the communication with San Luis.

—The corporation is dreaming of statues. It is rumored that the municipality intend investing 200,000 m/c on a statue of the late Admiral Brown and 100,000 m/c on one of the late port Andine. We heartily admire the subjects, but, where is the coin to come from?

—The municipality have been informed that smallpox patients are continually being taken to the San Roque hospital in rabs that return to their stables and to the public service without regard to the danger they are the occasion of by so doing. We understand measures are to be taken to prevent this, but in the meantime what are the patients to do? They cannot walk to the hospital, and we have not heard of any special conveyances being provided.

—From Messrs. Stuart Williams & Co's. shipping list of Montevideo we take the following under date of the 1st inst:

Total shipment of dry ex hides during the month past 92,643; dry skins 19138, wool 13 bales; hide clippings 44 do; hair 49 do; bones 1019½ tons; horseash 312 do; horse hides 400; shin bones 138 tons. Total shipments of the foregoing for 1882 up till date, 548,014 dry ox hides, 49,624 dry skins, 34,939 salt ox hides, 7135 bales wool, 395 bales hide cuttings, hair 493 bales, 11 bales calf skins, 275½ tons bones, 312 tons horseash, 12,000 horns, 58,400 horn pills, nutria skins 1 bale, goat skins 8 bales, horse hides 400, shin bones 138 tons.

—Saladero killings will begin the last of November.

—The Western railway has opened a branch to Ensenada.

—In 15 days the Andine railway will be at Rio Mendoza and grading in Patagonia.

From the Buenos Aires Herald, November 15.

—The wheat crop promises to be very heavy and is growing with great rapidity.

—The maize crop does not promise well at the west; potatoes look well but all things want water.

—The exports of linseed and maize from this city from the 1st of January to the 31st of October have been as follows: Maize 83,727,076 kilos and linseed 16,188,079 kilos.

—Land can be bought near the line of railway within two days' journey of this city, suitable for the immediate stocking of cattle at 4000 to 20,000 fuertes per 6500 English acres or from \$1 per acre.

—The government of Cordoba has just applied to the national government for \$500,000 in gold, 100,000 in silver dollars, 25000 in ½ silver dollars, 14,000 in 20 cent coins; 10,000 in 10 do do and 1,000 in coppers in exchange for Bolivian coin.

—One of the most immediate wants in money matters is a coinage smaller than our present *peso* valued at 4 cents. Habits of economy in small things cannot grow rapidly where the smallest denomination of money is 4 cents. A copper or nickel token coinage of 1 cent and 2 cents, would be of great public benefit.

—In a room at a *callecillo* in which four cases of small-pox occurred on Saturday, seven men were found lying together with hardly sufficient space in which to sit at ease. The inhabitants and the proprietors of such dens and pest-nests ought to be all finel heavily. Nothing but a pecuniary consideration will letch them.

—For years past, the want of a national system of coinage has occasioned the introduction into the provinces of an immense quantity of Bolivian coin in dollar and half-dollar pieces. The large majority of this coin is spurious, being merely brass with a thin coating of silver, and naturally those who are compelled to admit of its use in trade are exposed to serious loss.

—The governor of the province issued a decree, yesterday, (Nov. 14) in which it is declared that in the sale of the lands of La Plata the government reserves to itself in perpetuity the right of disposing for public purposes of the sand and gravel contained in such lands, but persons acquiring such lands may use such sand and gravel for the buildings to be constructed thereon, and if any private individual wishes to obtain the exclusive right to any such sand or gravel he must make a special application to the government for that purpose.

—The principal subject of discussion in business circles in this city, is the National Bank. This institution was authorized last month to increase its capital by the issue of new shares, and now, having issued the same with the consent of Congress and its terms approved by government, the Executive is desirous of modifying the terms. Unless this officialism be speedily and effectually put a stop to, it is likely to interfere with and hinder the development of every great and useful undertaking that is begun in the country.

THE 1882 CATTLE KILLINGS.

According to the *El Commercial* of Buenos Aires the cattle killings for the season of 1882, just closed, both in the two Platine republics and in the Brazilian province of Rio Grande do Sul, amounted to an aggregate of 1,318,000, against 1,297,700 in 1881. The average prices for the year were 50 to 55½ reals per quintal for Havana and 55 to 55½ reals per quintal for Brazilian. The distribution of the killings was as follows:

	animals killed.
URUGUAY:—Montevideo.....	220,000
Uruguayan coast.....	523,300
Total.....	743,300
ARGENTINE REPUBLIC:—Buenos Aires.....	247,000
Entre Rios.....	187,700
Total.....	434,700
RIO GRANDE DO SUL:—Total.....	340,000
Grand total for 1882.....	1,518,000
Destined for meat extracts, etc.....	217,500
do for jerked beef.....	1,300,500
Grand total for 1881.....	1,297,700
Destined for meat extracts, etc.....	160,500
do for jerked beef.....	1,137,200

THE total number of immigrants arriving in the United States during the month of July was 65,010, against 58,607 in the same month of 1881. Of this total 16,721 came from Germany, 7,282 from Canada, 6,899 from England and Wales, 5,888 from Sweden, 5,638 from Ireland, and 3,266 from Norway.

PROVINCIAL NOTES

—A heavy hailstorm visited Araras, São Paulo, on the 1st inst.

—The September receipts of the Pará postoffice amounted to 4,307\$89.

—The province of São Paulo received 409 immigrants during the month of October.

—The October receipts of the Espírito Santo *manu de rendas* amounted to 7,590\$82.

—The Minas provincial assembly has revoked all laws authorizing lotteries for public works.

—The total receipts of the Ceará provincial treasury in 1881 amounted to 443,986\$8, against 378,793\$ in 1880.

—The October receipts of the Victoria, Espírito Santo, custom house amounted to 7,994\$335, against 7,213\$788 in the same month of last year.

—The receipts of the Espírito Santo provincial treasury in October amounted to 4,222\$358, and the expenditures to 4,569\$333. The balance on hand at the end of the month is given as 10,657\$327.

—Five Botocudo Indians sailed from Victoria, Espírito Santo, for Europe on the 9th inst. They are going abroad with the object of being exhibited. The national press looks upon the speculation as a great scandal.

—The October receipts of the general collector's office at Pracolin, São Paulo, amounted to 5,179\$119, and the expenses 1,071\$673. The provincial receipts of the same place were 5,205\$917, and the expenditures 3,554\$869.

—The provincial assembly has granted free admission into that province to all articles destined for the School of Mines, agricultural implements and machinery, and to the baggage of passengers not exceeding 80 kilograms.

—The province of Minas imposes an export tax, among others, of 3\$000 per head on horses, 4\$000 on mules, 2\$160 on horned cattle, 100 reis on goats and sheep, 900 reis on snipe, and 20 reis on fowls. The tax on cheese is 30 reis per kilo.

—Article IV, of the Minas budget law for 1883-84, authorizes the president of that province to contract a loan of 500,000\$ for the conversion of the floating debt. The maximum interest rate is fixed at 6 per cent., to count from the 1st July 1883.

—The president of Minas Geraes has been authorized by the provincial assembly to transfer certain iron forges in that province to the Catalan system, and to procure ironmasters for that purpose under contract. The maximum expenditure is fixed at 10,000\$.

—The president of Minas Geraes has been instructed by the provincial assembly to call for tenders for the public illumination of the capital, Ouro Preto. The conditions are for 230 to 250 kerosene lamps, each light to be equivalent to four candles.

—The estimated receipts and expenditures of the province of Minas Geraes for the fiscal year 1883-84, as fixed by the budget law of the 6th inst., are respectively 3,048,940\$. The president, however, is authorized to expend various further sums in supplementary credits.

—The new budget law of Minas Geraes, which will go into effect July 1st, 1883, provides that the president of the province shall prepare an annual valuation (*pauta*) for coffee, on which the 4 per cent. export duty is to be levied, in the months of March, June, September and December of each year. The *pauta* will be fixed in conformity with that of Rio de Janeiro—excluding the grade known as "ecotha."

—According to the *Ypiranga*, of São Paulo, the slave uprising on the plantation of Sr. M. J. dos Santos Malheiros at S. João da Boa Vista, on the 8th inst., included only fifteen men, instead of 200 as first reported. They first killed their overseer, and then attacked the residence of the master. This attack being repelled, they left the premises. They were afterwards captured and imprisoned.

—The receipts of the imperial sub-treasury of São Paulo for the six months, April to September inclusive, compared with the same period of last year, were as follows:

	1882	1881
Imports.....	1,105,470\$951	956,238\$995
Despacho marítimo.....	7,909,400	7,081,866
Exports.....	735,758,350	701,047,372
Interior.....	793,149,993	853,919,744
Extraordinary.....	16,341,656	9,791,783
Deposits.....	276,343,821	202,992,347
Emancipation fund.....	58,371,120	63,006,400
Unclassified revenue.....	804,756,975	495,424,924
Movement of funds.....	113,600,937	14,538,934
	3,909,769,113	3,273,636,869
Expenditures.....	1,838,390,118	1,786,785,873

Remitted to the imperial treasury... 2,202,699,554 1,546,419,091

—The October receipts of the Pará postoffice amounted to 12,122\$50.

—The October receipts of the Pará custom house amounted to 823,605\$737.

—The October receipts of the Ceará custom house amounted to 185,554\$601.

—The October receipts of the Pernambuco post-office amounted to 13,708\$385.

—The October receipts of the Ceará custom house amounted to 185,554\$601.

—From January 1st to October 31st there were 4,389 immigrants received in São Paulo.

—The October receipts of the Maranhão custom house amounted to 341,265\$002.

—The October receipts of the Rio Grande do Norte custom house amounted to 19,221\$329.

—The second series of the second Ypiranga lottery was drawn in São Paulo on the 18th inst.

—The provincial government of Pará has revoked the concessions of 1878 and 1881 for a sugar manufacturing enterprise in that province.

—The rubber harvest on the Rio Parnas, province of Amazonas, it is anticipated will be below that of last year because of the heavy rains.

—The provincial assembly of Paraná has passed an act guaranteeing 7 per cent. to the first bank which shall be established in that province.

—The provincial assembly has reduced the estimated expenditures of that province for the ensuing year from 4,000,000\$ to 2,700,000\$.

—The October receipts of the Campinas, S. Paulo, postoffice amounted to 2,206\$760, and the expenditures to 1,026\$760.

—Ten slaves have lately been freed at S. João da Barra at a total cost to the emancipation fund of 7,185\$.

—An exhibition of Brazilian products under the auspices of a German colonization society opened in Berlin on the 22nd inst.

—Discordantly proceedings on account of the use of gas are still prevalent, the mob not having given up its superstition of this important matter.

—The municipal council has finally decided to have the rails of the extinct Copacabana company removed from the streets, there being no further use for them.

—The new cotton factory at Ucheraba, Minas Geraes, will soon begin work, and has called upon planters for raw material. The prices offered are 25, 24\$50 and 3\$ per 15 kilos.

—The new bank cheques revenue stamps of 100 reis have been issued. They resemble the 200 reis stamps so closely both in size, color and design, that there promises to be an annoying confusion in their use.

—The statistics of the "São Paulo Central Sugar Factory of Brazil," organized in London for working a central mill at Salto, São Paulo, under a concession to Henri Raifford, have been presented to the government for acceptance.

—The October receipts of sugar and cotton at Pernambuco were as follows:

	1882	1881
Sugar....	55,227 bags	131,557 bags
Cotton....	6,026 sacks	9,975 sacks

—A heavy defalcation was recently discovered in the Bahia postoffice which has been determined since to amount to 21,630\$. The loss is in the stamp account. The treasurer, Camillo José da Silva, has been arrested and held for trial. The amount of his security was 10,000\$.

—The last provincial assembly of Paraná passed a law imposing a tax of 2 per cent. on the sales of all mercantile houses, calculated upon the value of the sales of the last two years. An attempt is now being made to enforce the production of books of merchants as a preliminary step to the enforcement of the tax.

—On the night of the 12th inst., a disturbance occurred between some students and a party of Italians in São Paulo, the former leaving their boarding-house to pursue the Italians in the street. The result was that the latter drew their revolvers and fired upon the students, severely wounding one of them.

—Owing to the difficulties encountered in finding capital, several of the parties to whom concessions for central usines have been granted, have lately asked for an extension of time for the execution of their contracts. Nearly all of those who have sold their concessions to the new English company—the North Brazilian Sugar Factories, Limited—have made applications for this purpose.

—After our last issue had gone to press, in which was a statement that the Associação Commercial of this city had not yet issued its annual report for 1881, we were surprised to learn that the work had just been issued. It being eleven months behind time, we had naturally given up its appearance. Just as we go to press to-day a copy of the report is placed upon our table. The work is one of importance to our readers and we shall refer to it again in our next issue.

—The Pará provincial assembly has rejected a project of law placing restrictions upon the introduction of slave traffic. There were only five votes in its favor.

—Two notorious assassins were discharged from custody by a jury at Agua Preta, Pernambuco, on the 7th inst. We are beginning to understand why murder is so common in that province.

—According to a partial contemporary the estimated receipts and expenditures for the current year show deficits of 2,245,003\$742 in the province of Bahia, and 1,400,000\$000 in Pernambuco.

—We regret to note that our much esteemed contemporary, the *Diário da Grande-Pari*, has gone just a little astray in his geography by locating the city of Quebec in Panama. We fear that Consul-general Bentley's little pamphlet on the Dominion of Canada has not yet reached Pará.

—In its session of the 3rd inst. the provincial assembly of Pará voted a subvention of 36,000\$ to Julius Caesar as an aid to the realization of his scheme for aerial navigation. Another subsidy of 30,000\$ was voted in the same session for the company Carlos Gomes, to enable him to organize an opera troupe for that province.

—The machinery and pumps of the new provisional water works of Pernambuco, connected with the Belémite water works, have been received at that city. It is expected that they will be in place ready for use about the 15th or 20th of December. The machinery is constructed to raise 2,500 cubic meters of water per day of ten hours to a height of 30 meters.

—According to the latest report the province of Bahia has a public indebtedness of 6,089,300\$, exclusive of that owing to the general government on account of railway guarantees. The debt is classified as follows:

Six per cent. <i>apolices</i>	1,697,000\$
Seven do do.....	4,322,300
Eight do do.....	100,000

—As a Ceará, named João, was passing along the shores of the Amazon, province of Amazonas, in a canoe with four companions, an enormous anaconda threw himself upon the boat and captured it. The four companions of João reached the bank in safety, but João was caught by the serpent who at once proceeded to swallow him, feet first. As the poor fellow was disappearing down the serpent's throat he besought his companions to write to his family. He then disappeared. The story is related by the *Gazeta do Norte*, of Ceará, and is vouched for by José Soares da Costa Souza, a witness of the scene.

RAILROAD NOTES

—It is announced that the third section of the Salina railway, Ceará, will be opened next month.

—The amount paid to the contractors of the D. Pedro II railway extension for works executed in October, amounts to 318,790\$737.

—A contract was recently signed for the construction and use of a tramway line from Mar de Hespanha, Minas Geraes, to the station of Santa Fé on the Don Pedro II line.

—The October receipts of the Pirapetzinga railway amounted to 11,075\$149, and those of the quarter ending September 30 to 35,964\$323. The expenditures are not published.

—The October receipts of the "Destete de Minas" railway amounted to 22,239\$, and the expenditures 14,635\$560. The freight traffic amounted to 632,9 tons of imports, and 194,8 tons of exports.

—A discussion has been going on for some time between the *Jornal do Commercio* in its "gazetilha" and a shareholder of the *Compagnie Générale de Chemins de Fer Brésiliens* over the status and administration of that company. The personal animus behind the *Jornal's* attacks renders it extremely difficult to get at the accuracy of the charges.

—According to the revised surveys the "Porto Alegre a Caxangá" section of the Caxangá line, province of Rio Grande do Sul, has an extension of 386 kilometers 637 meters. The road bed is already completed and the track laid for a distance of 134 kilometers, and the road bed is ready for the track for a further distance of 66 kilometers. The section of the line from Caxangá to Caxangá belongs to another company—the Rio Grande do Sul Railway Co.—and is not yet under construction.

—Among the petitions recently presented to the minister of agriculture was one from Dr. Antonio Coelho Rodrigues, complaining that the "Reifeira S. Francisco" company has been paying dividends to the English shareholders at the rate of 5 1/2 per cent. gold, while those residing in the equie are paid in paper. The rate of currency payments, which should be 7 per cent., is not stated. The minister advises that recourse be had in the courts in case the general assembly of the company does not attend to the petitioner.

—During the first half of the current year the balance sheet of the Don Pedro II line shows the following results, the total extension under traffic being 682 kilometers 571 meters:

Gross receipts.....	5,292,262\$464
Expenditures.....	3,080,292\$812

Net receipts..... 2,211,969\$652

One other lines on mutual traffic.....	299,140\$400
Passenger tax.....	78,119\$600
	377,260\$000

Net balance..... 1,834,709\$652

Compared with the same period of last year this shows a falling off of 1,155,641\$109 in receipts and an increase of 401,237\$790 in expenditures, or a total decrease in net receipts of 1,556,878\$908. This result was caused by the interruptions and damages measured by the heavy rains of last February and March. The gross receipts were derived from the following sources:

Passengers.....	1,128,588\$550
Freight (parcels).....	141,072,630
Baggage.....	45,131,230
Animals.....	51,339,520
Vehicles.....	3,944,620
Merchandise.....	3,762,711,490
Diverse sources, storage, etc.....	48,678,694
Telegraph.....	31,081,830
Passenger tax.....	78,119,600

Total..... 5,292,262\$464

ARGENTINA COLONIES.

From the inspector of the colonies of Sta. Fe's report, we take the following interesting data: he reports on 55 colonies, and tells us that there are others, with some settlements in course of formation; among these he cites the Yercelli colony founded in August 1881, five leagues to the south of Coronda on land belonging to Dr. Don Benigno de Irigoyen; it has an area of 6 leagues divided into 450 concessions, with streets twenty varas wide and a highway through the centre of the colony from east to west having a breadth of 30 yards. Its population last December was 167, all Italians and Catholics. The next is the colony of Misses, Laeliana Bros. situated 4 leagues from Coronda, formerly it was pasture but is now agricultural. Its area is 8,375 square leagues, divided into 335 concessions, all under 100. Of these there are 60 occupied. Last year there were 1,500 squares under wheat, its inhabitants are 200, chiefly Italians. The next is the Amelia colony on the west of the colony Pilar with an area of 7 1/2 square leagues. The Sagur colony to the west of Suzana, having an area of 6 leagues; the Suzana colony, to the west of the Amelia with a superficies of 9 square leagues. To the north of the Suzana colony lie the colonies of Raphaela and Lehmann, the former having 7 leagues and the latter 17 1/2 leagues. Present Boca colony, which is bounded on the west by the Raphaela, has an area of 7 leagues. All these colonies Avelina, Sagur, Suzana and Raphaela, belong to Sr. Lehmann, and first began to be populated last year. The lands have been prepared for the sowing this year in those as well as in the Bella Italia colony, situated to the east of Raphaela and belonging to Dr. Camillo Allard. The Progresso colony, bordering on the Grutty colony, on land of Don José María Crespo; the Lopez colony, bordering on that of San Gerónimo del Sauce. There have likewise been placed all the concessions in the Florida colony, bordering on the Suzana by the south on the land belonging to Chusella Bros. In the department of Rosario there is the General Urquiza colony which was begun in 1877; the Wheelright colony, in the department of Genovese, begun 1879, but does not seem to have advanced much; the Argentine and Rosario colony in 1878. The colony San de May, which began its settlements in 1879 on land belonging to Don Nicolás M. Videla, has an extent of 1 1/2 leagues, and its present population consists of 200 inhabitants, between French and Italians. In the department of Rosario, the colony of General Koca, on the land of Leguizamón. There are the 17 colonies that receive their existence from 1878.—*Buenos Aires Herald*, October 16.

ACCIDENTS FROM ELECTRIC WIRES.

A fire caused by an electrical wire at the Paris Opera House, has created quite a sensation in the scientific world, although it has been successfully kept from the knowledge of the public. M. Geoffroy, a wire manufacturer in Paris, has taken a patent for covering electric wires with asbestos; experiments, which will be repeated officially, have proved that the copper can be burned without any spark being conducted inside. Another fatal accident from a similar cause occurred last week in Paris. Two young people, wishing to introduce themselves into the Tuilleries Gardens without paying the entrance fee to a fair, came in contact with the wire conducting the electricity of a brush machine to the lamps and were killed instantly. —*N. Y. Com. Bul.*, August 29.

COFFEE PROSPECTS.

Messrs. Prater & Pils have published an interesting circular upon the present and future of coffee in Brazil. They remark that the planters are discouraged, and the commissionaries are uneasy at the shrinkage of the security afforded by their constituents, even those with favorably situated and well mounted plantations, while the position of the owners of distant and badly organized ones is grave, their products hardly paying for transport. Calculating on \$8 per arroba at the port, a great number of new plantings were made along and in anticipation of railways, but with a fall of 40 per cent in coffee many of the plantations cease to be profitable, and the result will be that, not only will continued planting be given up in distant districts, but crops will be abandoned there, and planters will perforce turn their attention to other agricultural products. It is not, however, likely that the supply of Brazilian coffee will fall off for two or three years, because great numbers of plantations made six or eight years ago, under the stimulus of good prices, are coming into full bearing in all parts and will probably more than compensate for abandoned crops in too remote districts.

As to the future of coffee, they consider that both production and consumption must increase, and they show grounds for believing that the latter has augmented with most rapidity. Thus, from 1855 to 1878 the general production increased from 270,151 tons to 490,843 tons, or 48 per cent, while the consumption in the United States, France, Germany, Austria and Belgium increased from 224,483 tons to 358,811 tons, or 60 per cent. The data for comparison of the rate of production and consumption since 1878 are wanting, but it is improbable that in so short a time the augment of the rate of production could have overtaken that of consumption.

But then, how explain the fall of 40 per cent in price in two years?

The writers ascribe this phenomenon not to production having overran consumption, but to the marked influence which railways and steamers have had in diminishing the time of transport from the plantation to the consuming market, reducing in Brazil the interval four months; in other countries proportionately. Moreover, the recent rapid extension of railways into the coffee districts has in a manner precipitated this change in Brazil. In consequence, the supply of Brazilian coffee has thus been practically thrown forward four months, including, without actual over-production, the effects of an excess of production over consumption. Railways and steamers have had in the case of East Indian coffee even a greater effect in hurrying forward the crops to consuming markets, so that the general result has been that two pounds have been supplied for one of demand. Various other circumstances have co-operated in Brazil, as: the large crop of 1880, excessive remittances from the plantations, telegraphic exaggerations, etc.

The idea of disproportionate production, says the circular, rests upon large stocks abroad and especially the greatness of the Havre one. But what there is at Havre is so much coffee not on the sea, at the plantation, in the interior of Europe. In fact, in France and Germany these interior stocks have, so to say, ceased to exist, there being no inducement in a falling market to tie out of cost and duty when every dealer knows that he can supply himself at will in a few days.

The conclusion is: that coffee is in a transitory situation, due to modern facilities of transport; that the present prices are very small and must rise whenever opinion, now panic-stricken, returns to a comprehension of the real situation and assists quotations to resume their former stability.—New Orleans Times-Democrat.

THE RIO SAVINGS BANK.

Since its creation on the 4th of November, 1861, to the 31st of December, 1881, the savings bank of this city (*Banco Economica do Rio*) has received and paid out the following aggregates:

Deposits received.....	54,494,813 100
Interest received from the national treasury on loan of deposits.....	5,804,013 559
Interest from loans to the Monte de Socorro.....	20,990 878
Total aggregate receipts.....	60,310,817 537
Deposits withdrawn.....	49,419,341 413
Balance on Dec. 31, 1881.....	10,900,476 124
No. of entries.....	43,774

The nine agencies of the bank in the province of Rio de Janeiro, since their creation in 1875 and 1876, have received deposits to an aggregate of 667,334\$332, of which 456,799\$363 have been withdrawn, leaving a balance of 310,624\$969 on deposit at the close of 1881.

The total number of patents issued by the United States patent office up to August 31st was 263,609. In the last week of August there were 361 patents issued to American, and 21 to foreign applicants.

MYSTERIOUSLY MISSING SHIPS.

What becomes of our missing ships? Time after time we learn that Board of Trade Courts find it impossible to answer this question. Many vessels that leave our ports apparently in a most seaworthy condition are never more seen or heard of, and no amount of inquiry serves to throw any light on the cause of their disappearance. Like the *Hermes*, whose loss furnished the subject of an investigation at Greenwich last week, they may start with every prospect of a fair and prosperous voyage, with what is thought to be a safe cargo, properly stowed, and under the charge of a captain and crew equal to any emergency. And yet with all these advantages, the lamentable fact remains that many share the fate of the *Hermes*, simply vanishing, and so helping to increase the melancholy record of missing ships. A valuable abstract which has just been prepared of the returns issued by the Bureau Ventas brings out some interesting statistics connected with this record. It shows that the total number of sailing vessels and steamers lost throughout the world during the last two years reaches some three thousand five hundred, and that of these more than three hundred were reported as missing. Of all the maritime disasters, therefore, that occur it is found impossible to account, with any degree of accuracy, for at least one-tenth of them. Guesses on the subject may, of course, be made. There is always the chance of collision to be taken into consideration, or of some flaw in the structure of machinery which, though it escapes the vigilance of the surveyors, may unfit the ship to meet the usual perils of the deep. There is also the possibility that some of the vessels may have been able to sneak away in an improper condition—perhaps overloaded and with an insufficiency of freeboard.—*Gloucester Herald*.

AMERICAN AND ARGENTINE TRADE.

From Mr. United States Consul Baker's report to the home foreign department, with regard to the exports from the River Plate to the United States, the *Uniones Aires Herald* extracts the following summary:

Total shipments from the River Plate. Dry ox and cow hides 2,975,089 at a value of \$36,649,89. Salt ditto 87,787 for \$496,634.10. Horse hair bales 2,116 value \$459,091.30. Goat skins hides 1,422 for \$573,870.81. Nutria skins, feathers, caprino skins for \$537,592.10. Wool bales 15,083 in \$12,107,667.60. Deer skins, Staghorn, \$26,151.36. Sheepskins \$15,051.67 bales. Hile cuttings, and iron, horse hides \$771,292.82. Calf skins, 174 bales \$125,394.20. Chinchilla skins, 145, and paper stock, huns and horn pits \$115,527.59. Bone and horse ash, tons 21,491 415 for \$447,423.64. Dried blood, sinews, etc., fish tails, and sundries for \$113,708.13.

In his remarks he says that the total value of shipments to the United States during the year 1881 has increased by \$530,201.19, over the previous year. The exports to the United States have been made from Montevideo, Paysandu, Rosario and Buenos Aires, and there has been a great falling off from this latter port. The total shipment to the United States from the Uruguay Republic amounted to \$1 6,054,068.37 or an increase of \$597,476.75 over 1880. From the Argentine Republic they amounted to \$5,526,693.51, being a falling off of \$67,475.56 on the previous year, "and further that the total shipments from Uruguay were \$127,674.86 greater than those from the Argentine Republic; whereas in 1880 those from the latter country exceeded those from the former by \$537,275.41."

JUTE EXPERIMENTS IN LOUISIANA.

The New Orleans Times-Democrat notices an experiment with a quantity of jute raised in Point Coupee parish. It was planted after he overflow had gone down, and was, consequently, barely three months old; but such is the adaptability of the soil to jute that it had attained in that short period of time a height of ten feet. A gentleman interested in jute culture, and particularly in the process of disintegrating it and reducing the fibre, experimented on the plant and reduced it to fibre and to perfect condition for the manufacture of bagging by his process in twenty-four hours. Several varieties of fibre were produced, the long, the rough and the combed, but all in condition to be at once utilized in making bagging. It is claimed that the machine with which the experiment was conducted will be able to disintegrate 10,000 pounds of jute in twenty-four hours, and that the process is not expensive.

The new National Bank law of the Argentine Republic increases the capital of that institution to \$12,000,000, covered by 120,000 shares of \$100 each. The national government is to take 60,000 of these shares, the remainder being open to public subscription. The law specifies that the notes of the bank shall be received at par throughout the whole republic.

LOCAL NOTES.

—A new daily, entitled *A Falha Nova*, has made its appearance.

—The corvette *Vital de Oliveira* re-entered port on the 19th inst. from a voyage of instruction.

—The public gas bill of this city during the month of October amounted to 55,207\$191.

—A provisional small-pox hospital has been established on the island of Santa Barbara in the bay.

—Large quantities of counterfeit money are said to be circulating in the provinces of Minas Geraes and Sao Paulo.

—The department of agriculture is now requiring all applications for patent privileges to conform to the new law for which regulations are now being prepared.

—A privilege for the newly invented atmospheric light has been asked by Messrs. Barcellos & Moreira. The minister requires the deposit of their report, plans and models.

—The formal ceremony of laying the "first stone" of the new capital city of the province of Buenos Aires, which is to be known as La Plata, took place on Sunday, the 19th inst.

—It is announced that the 200\$ notes of the Banco do Brazil of the 1st and 2nd series are to be called in for substitution. They will be redeemed at the Caixa da Amortizacao until next November without discount.

—The French packet *Morave* which left this port for Marcellles on the 25th ult. went ashore near that port on the 15th inst. The passengers and baggage were landed safely, and it was expected that the vessel and cargo would be saved.

—The gas rates now in force, as regulated by the provisional contract of the 18th inst., are 24 reis per hour per burner for illumination on account of the government, 250 reis per cubic meter in public establishments and offices, and 270 reis per cubic meter by private consumers.

—We note that the Sociedade Auxiliadora has given a report in favor of a wagon, entitled "democrata," for which an inventor's privilege has been sought by Mr. John Beatty Huxell. It will be interesting to know how closely this invention approximates to the "democrat" wagon so long and widely used in the United States.

—According to a recent statement the receipts of the Brazilian Submarine Telegraph Co. since its inauguration have been as follows:

1874-75..	£128,461	1878-79..	£139,654
1875-76..	129,038	1879-80..	151,957
1876-77..	131,507	1880-81..	167,350
1877-78..	134,003	1881-82..	174,185

The capital of the company amounts to £1,300,000, divided into 130,000 shares. The fund now amounts to £407,663.

—According to the mortality report of the board of health the total number of deaths in the first 15 days of this month was 449, or an average of 30 per day, which is equivalent to an annual average of 33.7 per thousand. There were 82 deaths from consumption, 6 from violence, and 96 from small-pox. The number of deaths from small-pox from the 16th to the 20th, inclusive, was 41, making a total of 137 for the first twenty days of November. The number of small-pox deaths in October was 195.

—According to the *Gazeta de Noticias* other remedies have lately been taking place at the palace. A gold pen used to sign the papers at the inauguration of a monument to Gonzales Dias and afterwards presented to the Emperor, has lately turned up in a pawn shop, where it was purchased by a jeweller. One of the four gold medallions struck in commemoration of the Centenary, which was presented to the Emperor by the Gabinete Portuguez de Lettura, has also had a similar experience. The medal being exposed for sale by the purchaser, the Gabinete very properly purchased it for its own museum. The strange disappearance of these valuables from the palace is exciting no little remark.

—In his capacity as a member of the French academy of sciences the Emperor has sent a communication to that body, through M. Faye, regarding the part taken by Brazil in the coming transit of Venus. He states that Brazil has put four commissions into the field for this work, two within and two without the empire. One of these under Barão de Teffé has gone to the West Indies, one under L. Cruls to the Straits of Magellan, one under O. Lacleite to Pernambuco, while the fourth, under Capt. J. C. de Souza Jacques, remains at the Rio de Janeiro observatory. He also notifies the academy that a naval vessel has been employed to transport the instruments of the Magellan commission, in order to afford greater security. The Emperor's interest in the expeditions, it is just to say, has been an all-absorbing one, and it was through his personal influence alone, even against an adverse vote in the chambers, that they were finally dispatched.

—The Princess Imperial and the Conde d'Eu are now absent from the city on a trip through the province of Minas Geraes.

—An imperial decree of the 7th ult. grants a privilege to Raphael Josia for improvements in the manufacture of artificial stone and marble.

—By an imperial decree of the 11th inst. the government increases the period marked for the laying of the new American cable to Fortaleza, Ceará, to 15 months.

—In view of the alarming increase of small-pox in this city, the government has been induced to telegraph to Europe for vaccine. The wonder is that the order was not made by letter, or even that it was made at all. It is only some two or three months after we first called attention to the danger that anything is done.

—A company has been incorporated in London under the title of "The Rio de Janeiro Central Sugar Factories," for the operation of the concession granted to Dr. Carlos Theodoro de Bastanante for two central factories in the municipalities of Mangaratilla and Ararauma, province of Rio de Janeiro. The capital stock is fixed at £141,500, divided into 14,150 shares of £10 each.

—The *Journal* of the 16th inst. is informed that the municipal council of Baracena, Minas Geraes, has recently deposited 15,000\$ in the national treasury for the acquisition of pipes for the new water works of that city. The *Journal* mentions, in this connection, that the cost of transportation of this material over the Dom Pedro II line from this city to Baracena will exceed 6,000\$, or nearly the aggregate cost of the material here, including cost in Europe, transportation thither, insurance and exchange. If the railway congress could again be called together this instance might afford some slight reason for a further discussion of the question of transportation rates in Brazil.

NORTHERN SUGAR FACTORIES.

A large sugar manufacturing association has recently been organized in London by Messrs. Reed, Bowen & Co., under the title of "North Brazilian Sugar Factories, Limited," for the purpose of constructing and working central usines in the northern provinces under government guarantee concessions. The company has already secured 14 concessions from the general government with an interest guarantee of 6 per cent, on an aggregate capital of 7,600,000\$, and one concession from the province of Rio Grande do Norte. The several concessions are the following:

The Meejana central usine, province of Ceará; capital 600,000\$, 6 per cent. guarantee; concession granted to João Franklin de Alencar Lima.

The S. José and Ceará-mirim central usines, Rio Grande do Norte; 6 per cent. guarantee; capital of first 1,000,000\$, concession to Amaro Barreto de Albuquerque Maranhão; capital of second 500,000\$, concession to Pedro H. Wakem.

The six central usines of Nazareth, Pão d'Alho, Igarassu, Itambé, Ipojuca and Serinham, Pernambuco; total capital 3,000,000\$, 6 per cent. guarantee; concession to Domingos Moitinho.

The Pilar and Camargue central usines, Alagoas; total capital 1,000,000\$, 6 per cent. guarantee; concession to Possilônio de Carvalho Moreira.

The Maroum, S. Christovão and Riachuelo central usines, Sergipe; total capital 1,500,000\$, 6 per cent. guarantee; concessions to, 1st, Francisco de Paula Mayrink; 2nd, Joaquim Candido Guimarães Junior and André Putaran, 3rd, Joaquim Machado Fagundes de Mello.

The Penha central usine, Rio Grande do Norte; provincial concession; particulars not published.

The new 3 per cent. bonds of United States were placed on the market in September last and were sold in October at a premium of from one to two per cent. The bonds are issued in exchange for those of higher rates.

A MOVEMENT is on foot among the coffee dealers and grocery merchants in our city to petition the Governor to remove the quarantine delays upon coffee-bladen vessels with clean bills of health, arriving from Rio Janeiro after the 1st of October. Coffee has recently been sold in this city, we are credibly informed, which, coming by the way of Baltimore, was landed in this city 30 days out from Rio—22 days by steamer to Baltimore and eight days to New Orleans.—New Orleans Times-Democrat, September 27.

The telephone system in New York now has 2,873 subscribers; Chicago, 2,596; Cincinnati 1,741; Providence, 1,906; San Francisco, 1,294; and Boston, 1,186. The number of daily connections at some of the principal offices has averaged as follows: Cincinnati, 20,000; Chicago, 16,000; New York, 14,000; Providence, 9,000; Louisville, 6,400; Baltimore, 4,900; Albany, 4,600; Buffalo, 3,800; and Boston, 3,600.

Hamburg	fr. 30	U. S. North
Havre	fr. 50	U. S. South
Le Havre	fr. 50	
Marseilles	fr. 60	
New York	35 & 40 cts.	

FOREIGN SAILING VESSELS IN THE PORT OF
RIO DE JANEIRO, NOV. 21st, 1882.

[illegible]

ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHERE TO	CONSIGNED TO
Nov. 67	Hipparchus Belg.	River Plate* 7d	Norton M W & C
	2nd America II	do 3d	Ed. Johnson & C
	13 Canora, Br	do 12d	Norton M W & C
	16 Humblebld Br	Lombard* 3d	do rhr
	17 Canora, Br	2nd America II	Messerschmidt Mar
	17 Gaudinella Br	South'n 24	Ed. Johnson & C
	17 Ishaia Fr	Linn Burg* 2d	A. J. Santos & C
	17 South'n Br	Ed. Johnson 2d	Norton M W & C
	17 Hefferns Br	River Plate 5d	Norton M W & C
	18 Service Fr	Messerschmidt* 2d	Karl Vaitals & C
	18 Canora, Br	Ed. Johnson 2d	Norton M W & C
	19 Gassendi Br	Linnburg* 3d	Norton M W & C
	19 Cleopatra Br	N. York* 14d	E. Johnson & C
	19 Laced Fr	River Plate* 12d	Norton M W & C
	20 La Plata Br	do 35d	Royal Mail
	20 Others Br	Santos rhr	Norton M W & C
	21 Ville de Paris Fr	Halifax	A. Lentica & Co.

DEPARTURES OF FOREIGN STEAMERS.

DATE	NAME	WHERE FROM	CARGO
Nov. 17	Posario Gr	Livingburg*	Coffee
17	Valposano Ir	Liverpool	Sundries
18	Henri IV Fr	Have*	do
18	San America It	Have*	do
18	Cervantes Ir	Seoulter Ports	do
18	Hipparches Belg	London*	do
18	Kepler Belg	N. York	Coffee
18	Humboldt Ir	River Plate	Sundries
18	Equateur Fr	Boedach*	Sundries
19	Herules Ir	Southampton*	do
19	Fiddington Br	do	Coffee
19	Delage Fr	River Plate	Sundries
19	Quindana Br	do	Sundries
19	Sully Fr	santos	do
19	Dehaer Ir	santos	do
20	Argentina Gr	Hamburg*	Coffee
21	Lassell Ir	Liverpool	Sundries

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IN TINS
Absolutely Pure

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GOVERNMENT BONDS					
EMISSION	CIRCULATION	DESIGNATION	INTEREST	NOMINAL VALUE	QUOTATION
		General Apostolic currency	6 %	r,050,000	r,050,000
		" " "	"	800 000	"
		" " "	"	600 000	r,050 000
3,000,000,000 000	335,307,100 000	" " "	"	500 000	"
		" " "	"	400 000	"
		" " "	"	200 000	"
		" " "	"	"	"
2,157,600 000	r,999,400 000	" " "	5 %	r,000 000	84 %
		" " "	"	600 000	"
		" " "	"	400 000	"
173,600 000	116,600 000	" " "	4 %	r,000 000	"
		" " "	"	600 000	"
7,189,000 000	5,267,000 000	Provincial apostolic of Rio de Janeiro ..	6 %	500 000	702 %
7,275,000 000	7,275,000 000	" " "	"	300 000	"
21,000,000 000	16,582,000 000	National Loan of 1868, gold	"	r,000 000	"
8,000,000 000	7,000,000 000	" " "	"	500 000	"
4,850,000 000	5,025,000 000	National Loan of 1879, gold	4 1/2 %	r,000 000	r,165,000
7,000,000 000	"	" " "	"	500 000	"

[illegible][illegible]

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From Plantation to Cup.
BY W. D. THURBER.

A new supply of this standard work on the history and production of coffee just received. The book is elegantly bound and illustrated, and contains one of the most exhaustive summaries on this interesting subject which has yet been published. It not only treats of coffee production in Brazil, but in all countries, thus furnishing a most valuable work of reference to all persons interested in the production and sale of coffee.

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In order to determine what improvements can be effected in this journal at the opening of the coming year, the publisher begs that all intending new subscribers will send in their subscriptions at once.

To all such THE NEWS will be sent gratis for the remainder of the current year.

It is the purpose of the publisher to enlarge and extend the facilities of this journal, as the representative of foreign commercial interests in Brazil, just as rapidly as the support accorded will permit.

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A. J. Phillips, Esq.,
Director Irish North American Bank.
Assets, 1st January, 1882, Dollars, 47,401,745.03
Dividends or Bonus paid during the year
1881, Dollars, 2,513,691.94
Life policies, 1st January, 1882, over \$25,000,000.00.
By insuring in this company through the medium of a little
annual economy, fathers may secure for their families a com-
fortable fortune after their death. This capital may also be
received during life, and by employing the *Equitable Investment*
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Valvoline sewing machine oil.

BRUNNEN, AGEN, 10th October 1882.

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Capital..... £ 1,000,000
Capital paid up..... " 500,000
Reserve fund..... " 165,000

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Paid up..... £ 500,000
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TABLE OF DEPARTURES, 1882

Date	Steamer	Destination
Nov 24	La Plata.	Bahia, Pernambuco, Lisbon, Southampton and Havre.
Nov 26	Miahe	River Plate ports.

The outward steamers are due here about the 23, 20 and 16 of each month, the former proceeding to Santos, the two latter to Montevideo and Buenos Ayres, after the necessary stay in this port.

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No. 6, Praça do Commercio

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To New York:	
<i>Peking</i>	Nov. 24h
<i>Kyoto</i>	" 26h
<i>Gazelle</i>	" 28h
<i>Albatross</i>	" 30h
<i>Boon</i>	" 32h
To Europe:	
<i>Leifvold</i>	Nov. 24h
<i>Derby</i>	" 26h
<i>Hippodrome</i>	" 28h
<i>Gaucha</i>	" 30h
To the Southern Ports:	
<i>Carnegie</i>	Nov. 24h
<i>Cervantes</i>	" 26h
<i>Conqueror</i>	" 28h
<i>Golden</i>	" 30h
To the River Plate:	
<i>Brazil</i>	Nov. 24h
<i>Thames</i>	" 26h

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